

2009 Work Programme

KiM Netherlands Institute for Transport
Policy Analysis



Kennisinstituut voor Mobiliteitsbeleid

2009 Work Programme

**KiM Netherlands Institute for Transport Policy
Analysis**

February 2009

Learning more about mobility.

The Netherlands Institute for Transport Policy Analysis (KiM) makes analyses of mobility that have an impact on policy. As an independent institute within the Ministry of Transport, Public Works and Water Management (VenW), KiM explores and analyses transport policy. KiM focuses on all modes of transport.

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1. Introduction

Introduction

This is the third work programme of the Netherlands Institute for Transport Policy Analysis (KiM). It is intended for the employees of the Ministry of Transport, Public Works and Water Management (V&W) and for other individuals and organisations interested in the activities of the KiM. The work programme of the KiM consists largely of knowledge questions from the Directorates-General¹ of V&W. The work programme has been submitted to the KiM Programme Committee², and it is drafted by the Secretary-General of V&W.

Flexibility for urgent policy issues during the year

The KiM's capacity for 2009 has been entirely filled with projects, additional activities included in this work programme and a capacity reserve of approximately 5% for 'ad hoc questions'. During the course of the year, however, the KiM may receive new questions from V&W or, for example, the Lower House of Parliament (via V&W). For this reason, we draw a distinction in this work programme between projects important to the image of the KiM (Category 1) and priority projects (Category 2), on the one hand, and additional projects (Category 3) on the other hand. These additional projects will begin in the second half of 2009 unless new priority projects have emerged in the interim, in which case the parties involved will be consulted in order to look at which projects will be replaced. If these are questions that only require a limited amount of time, they will be dealt with as part of the reserve capacity for 'ad hoc questions' and reprioritisation will not be necessary.

Continuation from 2008

A number of projects from the 2008 Work Programme continue in 2009. The 'continued projects' are updated in consultation with the customers. The description of these projects may therefore differ from the descriptions in the 2008 Work Programme.

Reader's guide

Chapter 2 discusses the approach of the 2009 KiM Work Programme. Issues addressed include the working method, the differences in emphasis with respect to last year and characteristics of the KiM

¹ The strategic knowledge questions come from the Directorate-General for Mobility (DGMO), the Directorate-General for Civil Aviation and Maritime Affairs (DGLM) and the Transport and Water Management Inspectorate (IVW). Knowledge questions are also included from the Directorate of Finances, Management and Control (FMC) and the Directorate of Strategy, Knowledge and Innovation (SKI).

² The Programme Committee is chaired by the Director-General for Mobility. In addition, the Programme Committee consists of representatives from SKI, DGLM, IVW and Public Works and Water Management (*Rijkswaterstaat*), as well as two external members.

products. Chapter 3 presents an overview of the projects and activities scheduled for 2009. Projects involving a clear international approach are explained in more detail. Chapter 4 provides an overall picture of projects, programmes and requesting organisation.

We kindly refer you to our website (www.kimnet.nl) for a more detailed explanation of our objectives and an overview of published reports.

2.Principles and working method

2.1 Differences in emphasis with respect to the 2008 work programme

The 2009 Work Programme has the same layout as last year with respect to the chapters and programmes. However, based on the results of the KiM interim evaluation and suggestions from the Programme Committee, the approach to drawing up the work programme has been somewhat modified.

As specified in the KiM business plan from 2006, an interim evaluation of the KiM was conducted in the summer of 2008 in order to assess whether the KiM is on the right track. The interim evaluation gave a positive picture of the KiM. Customers, external parties and its employees see the KiM as a useful organisation. The KiM provides for policy needs with its products and it is valued as a customer-oriented organisation, with sufficient in-house knowledge and expertise and high-quality products. The evaluation found three points for improvement:

- More clearly defining typical KiM products in order to boost the KiM's identity and thereby customer recognition.
- Increasing the usability of products by making an extra effort to translate the products into input for policy-making.
- Providing more encouragement and carrying out more research on the KiM's own initiative.

In the process of drawing up the 2009 Work Programme, we incorporated these recommendations in the following ways:

- The nature of the KiM products with respect to, for example, their depth, subject matter and type of recommendation has been further defined. What do we – and our customers – see as typical KiM products? Characteristics of a typical KiM product are discussed in greater detail in Section 2.2.
- This also includes the translation of research into input for policy-making. The policy impact of research will be made especially apparent in the individual project plans.
- The share of our own research involved in this work programme is not much different with respect to last year's. However, a large number of our 'own' project ideas have been taken over by Directorates-General as questions.
- At the KiM internally, in the Programme Committee and together with customers, we have considered which topics ('themes') are relevant in order to achieve greater cohesion between the research questions. While the KiM continues to be question-driven, we strive to reduce the fragmentation of the research programming. This can be achieved by bringing

together projects according to certain themes. Projects have been grouped in themes related to a certain research topic and in themes related to current policy discussions (see Section 2.3).

2.2 Recognisability of the KiM: more clearly defined mission and 'typical KiM products'

2.2.1. Clearer mission

According to our business plan, the KiM's mission is to generate more transport research. However, the KiM is also an institute for transport *policy analysis*.

The KiM's goal is to make V&W a more knowledge-driven organisation. That is why research by the KiM cannot stand alone; it is meant to have an impact on policy.

The most important core value of the KiM is the quality of its research findings. This quality is expressed not only in its scientific underpinnings, but also in the depth of the research. The KiM focuses on strategic questions. As such, a description of phenomena is insufficient; we also want to explain them. For this, analyses are necessary which show the relation between causes and effects.

Our more clearly defined mission addresses the point for improvement in the interim evaluation regarding translating research into input for policy-making. The mission, reads as follows:

The KiM makes analyses of mobility that have an impact on policy.

2.2.2. The typical KiM product

The 'typical KiM product' can be described as follows:

A strategic, multidisciplinary and analytical balance, exploration or policy analysis with 'policy switches'(but without policy recommendations) on one or more important V&W mobility files, drawn up in close contact with policymakers.

The elements of the typical KiM product are detailed below.

Strategical

The KiM's business plan states: 'The goal of the KiM is to strengthen the strategic knowledge base for transport policy.' The business plan does not define the term 'strategical', but it can be interpreted as 'the

main themes; the first phase of the policy cycle'³. The KiM usually does not research implementation questions. However, occasional studies of an extremely narrow scope are conducted with respect to modes of transport.

Multidisciplinary

A strategic analysis is more robust when it employs several angles from several disciplines. This multidisciplinary character plays an important role in 'broadening the knowledge base of V&W', which is greatly emphasised in the business plan. The social sciences, in particular, have thus far received too little attention within V&W.

In practice, separate KiM publications are sometimes monodisciplinary. The collection of KiM publications, however, is as a whole multidisciplinary and includes a significant amount of social science.

Analytical

The KiM strives not only to describe which developments are taking place with respect to mobility (the 'what' question), but also to explain the underlying factors (the 'why' question). These explanations can be both qualitative and quantitative, but they cannot be absent from any single KiM report.

The most important V&W mobility files

The ambition to strengthen and expand the V&W knowledge base applies to all of V&W's mobility files. The benefit of this improvement is greatest for the most important files, such as investments in roads and public transport, the kilometre charge and Schiphol.

Short distance to policy

The KiM strives for a short 'distance' between policymakers and the KiM. This proximity contributes to a better knowledge base because closer contact leads to a better exchange of policy questions and research results. The KiM wants to be an institute that is trusted by V&W staff. As to the practicality of the KiM products for policymakers, it is important to indicate what effects the policy has or can have ('policy switches'). In this way, policymakers get not only a picture of relevant developments, but also insight in their own influence on them.

The KiM, however, does not make policy recommendations because, in practice, the expected policy effects are only part of political and policy-related considerations. Other aspects, such as the views of party members, elections and political or policy-related agreements also play an important role. Making policy recommendations based solely on research is therefore not prudent. This does not take away from the fact that the KiM exists for the sake of transport policy. It is therefore important that the KiM analyses have an effect on that policy. However, this policy impact can best be achieved by allowing the facts to speak for themselves.

³ This also includes ex-post analyses at the end of the policy cycle because they are directly related to (the start of) the next policy cycle.

2.3 Working method

Where the questions come from

There are three important sources of the strategic knowledge questions in this work programme: questions from V&W Directorates-General, the Inspectorate-General and the Programme Committee, the long-term knowledge requirements as they appear in the Strategic Knowledge and Innovation Agenda for Transport and Water and our own research ideas.

- Questions from V&W Directorates-General and the Inspectorate-General. The knowledge questions from the Directorate-General for Mobility (DGMo) and the Directorate-General for Civil Aviation and Maritime Affairs (DGLM) as well as the Inspectorate for Transport, Public Works and Water Management (IVW), the Directorates of Finance, Management and Control (FMC) and Strategy, Knowledge and Innovation (SKI) provide important input for the work programme.
- Long-term knowledge agenda. In addition to current policy processes, the work programme is also inspired by the long-term knowledge requirements of the Ministry of Transport, Public Works and Water Management (V&W). These appear in the Strategic Knowledge and Innovation Agenda for Transport and Water (see Section 2.6.2).
- Our own ideas, based on themes: approximately 15% of the research programming is filled with the KiM's own ideas, aimed at stimulating research and filling in those areas where knowledge is lacking with respect to transport policy. Where possible, the KiM's own ideas have also been translated into policymakers' questions. This is achieved by expanding on the questions we are asked and by making suggestions when drawing up the list of questions for the work programme.

The Secretary-General approved the KiM Work Programme, based on the recommendation of the Programme Committee. Accordingly, the support for the research questions – including our own suggestions – is not only desired, but also formally required.

Organisation and cohesion

The KiM's activities are divided into six programmes. All the KiM research projects figure within these programmes. As a result, programmes consist of an interrelated group of projects.

The following programmes can be distinguished:

1. Behaviour (G)
2. Accessibility and Mobility (B)
3. Environment and Spatial Planning (L)
4. Economy and Prosperity (E)
5. Market Organisation and the Role of the Government (M)
6. Government Organisation (O)

Within these programmes, we work with themes. Themes are intended to strengthen the cohesion between projects and give structure to mobility topics that 'matter'.

Two types of themes can be distinguished:

- Themes grouped around a particular research topic. These research themes are used to classify the KiM projects. For example, the 'Behaviour' programme includes research themes on 'Profiling, trends, explorations' and 'Influencing behaviour'.
- Themes meant to be relevant to current policy discussions. The relationship with these policy themes is expressed in the projects' overview tables.
 - Faster decision-making
 - *Anders Betalen voor Mobiliteit* (ABvM, or in English: Alternative Ways of Paying for Mobility)
 - Congestion
 - Railway ambition
 - Mainport Rotterdam
 - Schiphol Airport
 - Climate issues
 - Randstad Urgent

Coordination of the KiM Work Programme

The KiM Work Programme is coordinated at various levels with our customers at the Directorate-General for Mobility, the Directorate-General for Civil Aviation and Maritime Affairs, the Transport and Water Management Inspectorate, the Directorate of Finance, Management and Control and the Directorate of Strategy, Knowledge and Innovation.

Agreements have been made with the Centre for Transport and Navigation (DVS) of the Directorate-General for Public Works and Water Management regarding the division of tasks and cooperation. In general, the KiM primarily deals with questions of a strategic nature. Questions of a more tactical/operational nature are more the field of DVS. This work programme was coordinated with DVS in the draft phase.

It was also coordinated with the Council for Public Works and Water Management, the Netherlands Environmental Assessment Agency (PBL), the Netherlands Bureau for Economic Policy Analysis (CPB) and the Social and Cultural Planning Office (SCP).

2.4 Division of work at the KiM

The KiM makes a distinction in the work programme between research projects and support activities. There is also room for ad hoc questions and activities that are not related to concrete projects, such as presentations and training courses.

1. *Research projects*

The KiM research projects are either directly related to current policy tracks/processes or are oriented toward knowledge development.

- Research projects for policy processes. This often involves the use of knowledge developed by either the KiM itself or external organisations/institutes. Where necessary, we present the existing knowledge to policy workers as well, in the form of so-called meta-analyses. These are source overviews of existing literature on the research topic, with a short explanation of its relevance to the research or policy process. As outlined in the previous section, the KiM limits itself in this type of research to policy projects and processes of a strategic nature (focusing on the initial phases of the policy cycle).
- Research projects for acquiring knowledge. This type of research involves the development and dissemination of knowledge pertaining to certain themes (e.g. Mobility Balance, data issues, cost-benefit methods). This knowledge will be important in the short term or the long term for policy preparation, but there are no current policy projects or processes to which this knowledge development is directly related. Two PhD projects at the KiM and the VU Amsterdam University are also part of knowledge development.

2. *Support and supervisory activities*

The KiM plays an advisory role in various policy processes, for example by providing verbal reflection, writing second opinions, supervising external research and organising workshops. Furthermore, the KiM brainstorms with the V&W Directorates-General with respect to establishing research programmes and formulating strategic knowledge questions. The KiM also provides contributions to the V&W Think Tank. In 2009, the KiM is organising a course for experts on Social Cost-Benefit Analyses (SCBA), called the 'OEI Masterclass'.

3. *Ad hoc activities*

In addition to the research questions and support or supervisory activities, the KiM Work Programme also includes the 'ad hoc' category. This category encompasses small questions that come up over the year during current policy processes and which can only be provided for to a limited extent in the annual programming. An agreement has also been made with the Council for Public Works and Water Management that they can call on us on an ad hoc basis. If these questions result in projects or other activities that take up a substantial amount of time, priorities will be set in consultation with the parties involved.

Within the realm of its 'ad hoc activities', the KiM is experimenting in 2009 with short, stimulating and innovative memos on current topics and unresearched areas. The first type, called 'indication memos', is question-oriented and addresses current affairs. In a short period, within a few weeks, it is determined what knowledge is available related to a topical theme. The second type of memo is oriented toward those areas in which our knowledge is lacking. For example, mobility

developments which have not been spotted or which have not received enough attention.

'Ad hoc' encompasses activities with a limited time duration, a few days at the most. Due to their nature, ad hoc projects cannot be discussed in more detail in this work programme.

4. Additional activities: Communication

The communication goals of the KiM are: disseminating knowledge, encouraging and expanding the public debate on transport and further developing an authoritative image. The KiM publications are key tools for communicating research results. However, the KiM should be more than just a report factory. The KiM avoids this by holding presentations, issuing second opinions, contributing to discussion meetings and participating in consultation groups. Several times a year, the KiM presents research results to the governing board of V&W. In 2009, the KiM will be organising a symposium entitled 'To be on the safe side?'

2.5 Prioritising the projects

The KiM receives more research questions than it can address with the available capacity. The KiM is also not the most appropriate institute for all research proposals.

The project ideas (including those continued from last year) have been carefully prioritised this year according to:

- Urgency of a project for the customers
- Relevance to the KiM's knowledge and expertise
- Typical KiM product: exploration, balance or policy evaluation
- 'Need to know' knowledge⁴
- Multidisciplinarity
- Relevance to important policy files

With respect to the project overviews, a distinction is being made this year between three categories of projects:

- The projects that are important for KiM's image and that we expect will play an important role in determining the course of policy (Category 1).
- The priority projects that will be addressed in the first half of 2009 (Category 2).
- The additional projects which we will begin in the second half of 2009, unless new priority projects have emerged at that time (Category 3).

The first two categories are explained, project-by-project, in Chapter 3. The 'Additional Projects' category only appears in the table overviews.

⁴ Knowledge which is essential to strategic policymaking.

2.6 Relevance to V&W-wide developments and activities

2.6.1 Renewal, connection, trust

The 2008 policy document *Vernieuwen, Verbinden, Vertrouwen* (English: 'Renewal, Connection, Trust') from the Ministry of Transport, Public Works and Water Management (V&W) shows how V&W is going to work as part of the renewed national government service. The way in which the KiM has approached the three cornerstones of the V&W renewal programme has also had an impact on the work programme.

Quality, flexibility and mobility (Renewal)

The desire to work in a more integrated and compact way fits well with the programmatic working method of the KiM, and is reinforced by working with themes (see Section 2.3). What's more, the KiM is constantly looking for the balance between, on the one hand, retaining knowledge in those areas where the KiM wants to retain its substantial expertise and, on the other hand, encouraging the mobility of employees.

Cooperation (Connection)

The KiM is part of V&W and works primarily on research questions posed by Directorates-General and the Inspectorate-General of V&W. It is therefore essential that there is good cooperation with these directorates, taking into account each other's tasks and responsibilities. The KiM encourages this cooperation by ensuring that customers are well informed about what we are doing and what this can produce. In doing so, the KiM is flexible with respect to processes and deadlines, clearly outlines the policy context of research conclusions and confers regarding the release date of the publications. Face-to-face contacts are highly important in this.

The KiM works together on projects with planning offices, universities, research institutes and consultancies. The basic concept is that the research (or part of it) is carried out by those parties that can carry out the research in the most effective and efficient manner.

Results and communication (Trust)

The KiM was established to make the Ministry of Transport, Public Works and Water Management (V&W) a more knowledge-driven organisation. In this way the KiM helps to improve policy preparation. It is therefore essential that the research results are properly communicated to the customers of V&W. In 2009, the KiM wants to put more emphasis on other communication tools than just issuing reports. This includes holding presentations, organising discussion meetings and conducting informal talks (see also the communication activities in Section 2.4). In 2008, engaging the services of a communication expert/spokesperson further professionalized the KiM's external communication.

2.6.2. Strategic Knowledge and Innovation Agenda

In 2008, V&W published the Transport and Water Strategic Knowledge and Innovation Agenda (SKIA). The strategic considerations, current and planned innovation activities and outstanding knowledge questions in the area of transport and water are compiled in this document.

Naturally, the research programming of the KiM is coordinated with the agenda's knowledge questions and focuses primarily on questions 2, 8, 9 and 10:

- Question 2: What implications does the emergence of the network society have for transport? How can the government administration respond to this?
- Question 8: How can an integrated approach be devised for furthering defining networks with functions in the areas of transport and water?
- Question 9: Which factors in the behaviour of individuals and companies determine, to a significant degree, future transport issues and how can these be used?
- Question 10: How can policy support models and analysis methods be made more suitable to support integrated considerations between the economy, the living environment and safety?

Projects that relate to these knowledge questions include: G902 'The Impact of Innovation Developments (incl. ICT) on Mobility', G903 'The Behaviour of Various Groups in Society', L902 'The Relation of Transport with Water as an Organising Factor', and E905 'The Development of Social Cost-Benefit Analysis Methods', in which a sustainability assessment is made, among other things.

2.6.3. International focus

Many research questions require internationally developed knowledge or have a strong international or European context. The KiM therefore constantly accumulates 'state-of-the-art' scientific knowledge and, from the perspective of the knowledge question, looks for connections with the most current international policy context.

V&W's International Strategy 2009 Policy Document was taken into account when developing the work programme. The research connects up with the priority themes and files within the cornerstones of 'V&W and Europe', 'Climate, sustainable competition strength' and 'Knowledge and innovation'. The KiM is also connected by means of research to the themes of the International Transport Forums in 2009 and 2010.

In addition, the KiM is involved in the development and performance of several international research programmes. Via the Joint Transport Research Centre Research Committee, it is contributing to the OECD-ITF research programme. The KiM is also active in the European ERA-NET Transport platform.

3. Themes and projects

This chapter contains a programme-by-programme overview of the KIM's research themes and projects for 2009. This includes all projects that lead to a KiM product. The projects consist of a combination of new projects and projects that were started in 2008 and continue in 2009. We limit our discussion to the projects important to the image of the KiM and the priority projects, the so-called Category 1 and 2 projects (see Section 2.5).

The Category 3 projects will only appear in the table overview in Section 3.7 and will not be explained in more detail in the programme description. This category pertains to projects which will only be started in the second half of 2009, unless new priority projects are requested at that time.

Section 3.8 provides insight into the supervisory projects, which require the expertise of KiM staff without this resulting in a KiM product. This chapter also focuses on promotional research. In the appendix, there is an overview of projects that are currently being completed and will be published or presented prior to 1 March 2009. These projects will receive no further attention in this chapter.

3.1 Behaviour

People travel because they have to or want to perform various activities in different locations. Goods are transported so that they can be used elsewhere. Understanding the travel choices clarifies the possibilities that are available for influencing travel behaviour. Studies into the factors underlying travel behaviour are conducted as part of the 'Behaviour' programme. Developments in travel behaviour are mapped out as well, taking into account the behaviour of both people and businesses. Instruments for influencing behaviour also form part of this programme. The programme will involve regular collaboration with the Social and Cultural Planning Office (SCP).

Within the 'Behaviour' programme, the following two research themes are distinguished:

- 3.1.1 Profiling, trends and explorations
- 3.1.2 Influencing behaviour

The programme manager is Odette van de Riet.

3.1.1. Theme: 'Profiling, trends and explorations'

The projects in this theme are oriented toward mapping out and analysing the current and future travel behaviour of both individuals and companies. The goal is to gain insight into the travel behaviour and the factors that influence it, such as individual characteristics, product characteristics, environmental factors and the underlying reasons.

The theme has two components: (1) profiling and (2) trends and explorations. Profiling involves defining various types of living situations and individual lifestyles, on the one hand, and various types of company situations on the other. This provides insight into the corresponding differences in travel behaviour. The projects that focus on trends and explorations provide an overview of the developments in travel behaviour. They map out the possible present and future consequences of economic, demographic, sociocultural and spatial developments on travel behaviour.

Projects in Categories 1 and 2	Requesting organisation	Scale ¹	Policy theme
G901 Population decline in the regions	DGMO	Medium	N/A
G702 ERA-NET 'Keep moving'	DGMO	Small	N/A
G704 Family mobility and increasing job participation by women	DGMO	Large	N/A
G802 Explanatory model for mobility developments	KiM	Large	N/A
G804 Profiling of transport users	DGMO	Small	N/A

¹ Scale: 'Large' means at least 0.4 FTE (1 FTE = 1,200 hours), 'Medium' means 0.15 – 0.4 FTE and 'Small' means less than 0.15 FTE.

G702 ERA-NET 14 'Keep moving'

The KiM is participating in Working Group 14 of the international project ERA-NET Transport, which established the 'Keep Moving' multinational work programme in the field of demographic developments and transport in 2007. This programme initiated an international research project entitled 'Senior life transition points and their implications for everyday mobility: perspectives, patterns, scenarios and the issue of car use'. This project is being carried out by a partnership involving the Netherlands, Sweden and Austria. The emphasis of the research is on the changes in the life stages of the elderly and the effects these have on mobility. The programme will run from 2007 to 2011.

3.1.2. Theme: 'Influencing behaviour'

This theme focuses on influencing behaviour by introducing or applying specific measures, such as investments in public transport, road pricing and incentives. It provides insight into the effects of current and potential policy measures and alternatives. The projects in this theme utilise the results of the 'Profiling, trends and explorations' theme in which insight is provided into travel behaviour and the underlying factors and reasons.

A distinction is made in this theme between projects oriented toward ex-post policy analyses and those oriented toward ex-ante policy analyses. Ex-post policy analyses are policy evaluations in which insight is provided into the way in which the desired policy objectives are met and the degree in which observed effects can be attributed to the policy instruments. The goal of ex-ante policy analyses is to support policymakers in making an evaluation by providing insight into the issue, the potential policy measures and the effects of using potential policy instruments.

Projects in Categories 1 and 2	Requesting organisation	Scale ¹	Policy theme
G904 The effects of ticket tax	DGLM	Medium	Schiphol Airport
G905 Priming and the implementation of road pricing	DGMo	Large	Alternative Ways of Paying for Mobility

¹ Scale: 'Large' means at least 0.4 FTE (1 FTE = 1,200 hours), 'Medium' means 0.15 – 0.4 FTE and 'Small' means less than 0.15 FTE.

G905 Priming and the implementation of road pricing

Priming is a method of using incentives in the behavioural environment to alter behaviour. It has already been used in the marketing world for some time, but in the field of traffic and transport the possibilities have hardly been studied, apart from a few exceptions. For example, the possibilities of using priming to encourage motorists to drive more slowly have been studied. The introduction of the kilometre charge means that motorists will be confronted with a new product: a meter in the car. Not only the rate level will influence their behaviour, but also the way in which they experience the costs on the meter in the car. They will be constantly reminded that car travel comes with a price tag. How will motorists deal with the information they receive about the charge they have to pay? The KiM publication entitled 'Psychology and price policy' (November 2008) offers initial insight into the behavioural effects based on the literature and current theories. Among other things, it explores the importance of feedback with the introduction of the kilometre charge. This follow-up study looks specifically into the possibilities of using priming on motorists by actually conducting an empirical test into how they experience the kilometre charge. The project is intended as a supplement to the field test which DVS is preparing for *Anders Betalen voor Mobiliteit* (ABvM, or in English: Alternative Ways of Paying for Mobility).

3.2 Accessibility and Mobility

Research into transport developments – in terms of both people and goods – is conducted as part of the 'Accessibility and Mobility' programme. Studies intended to increase our understanding of the concept of accessibility also fall within this programme. The KiM focuses on all modes of transport (air, water, road, rail).

Within the 'Accessibility and Mobility' programme, the following research themes are distinguished:

- 3.2.1 Mobility and future explorations
- 3.2.2 The effects of policy measures on mobility and accessibility

3.2.3 Range of models currently available and knowledge base

The programme manager is Carl Koopmans.

3.2.1. Theme: 'Mobility and future explorations'

This theme focuses on analyses of developments in passenger and goods transport, with a distinction being made between research into the past and present, on the one hand, and research into explorations of the future on the other. Another distinction can be made between general information (e.g. Mobility Balance, long-term scenarios) and thematic studies (e.g. traffic jams on the secondary road network and the *Vier Vergezichten Schiphol* scenario policy assessment (in English: Four Futures of Schiphol)).

Studies into the past and present will not only describe situations and developments, but they will also answer 'why' questions. For example, the causes of the congestion growth are quantitatively interpreted in the Mobility Balance 2008. It was shown that trends such as increasing population and greater job participation have more influence than policy measures. This type of study can also confirm, reinforce or weaken existing perceptions. An example is the perception that congestion is primarily a problem on motorways. This can influence where the emphasis is placed in policy development. Descriptive studies can also fill in those areas where knowledge is lacking, such as the short-term effects of fluctuations in fuel prices. This type of study can also lead to new or different policy.

The V&W policy is heavily focused on the long term. Future explorations are therefore important. In light of the fact that some scenarios may no longer be current, the KiM attempts to encourage the updating of them. The effects of important trends, such as globalisation, are also worked out in detail. When making future explorations, the KiM bases its research on several scenarios instead of just one picture. This approach is important for developing robust policy strategies for the medium and long term. For example, with regard to the investment policy, should investments be made in extra infrastructure and, if so, when and to what degree? Or are there other possible solutions? Scenarios help to answer these questions.

Projects in Categories 1 and 2	Requesting organisation	Scale ¹	Policy theme	
B901	Updating long-term scenarios	DGMo/DGLM	Large	N/A
B902	Mobility Balance 2009	DGMo/DGLM	Large	N/A
B903	Traffic jams on the secondary road network and in the weekend	KiM	Large	Congestion
B905	Short-term effects of fuel prices	DGMo	Small	N/A
B906	Accessibility of Eindhoven and Lelystad over land	DGLM	Medium	Schiphol Airport
B918	Economic crisis and mobility	DGMo	Small	N/A
B803	JTRC Globalisation and trade	DGLM	Small	N/A

¹ Scale: 'Large' means at least 0.4 FTE (1 FTE = 1,200 hours), 'Medium' means 0.15 – 0.4 FTE and 'Small' means less than 0.15 FTE.

B902 Mobility Balance 2009

The annually published Mobility Balance is one of the KiM's core products. It provides an overview of the state of affairs of transport in the Netherlands. In addition to a description of the development of transport, it explains the growth of passenger and goods transport. The Mobility Balance 2009 focuses on the following questions:

- What developments have there been in the growth of passenger and goods transport in the Netherlands between 2000 and 2008?
- What explanations (both endogenous and exogenous factors) are there for the growth?
- What are the effects of the growth on the developments in accessibility, traffic safety and the environment?
- What other factors (both endogenous and exogenous) have contributed to the developments in accessibility, traffic safety and the environment?
- What are the resulting costs to society?

In addition, one or several topics are treated in more depth. These may be areas in which knowledge is lacking, views on current topics or supplementary analyses of topics that were covered in the Mobility Balance. This Balance devotes attention to the effects of economic crises on transport. Questions related to this include:

- Do we see a change in the travel behaviour of the population in periods of economic decline? If so, to what extent?
- Can effects be observed in the degree of congestion?
- Is there an effect on traffic safety and the environment?
- Is there an effect on the replacement of a company's fleet of vehicles? If not, what are the possible explanations for this?
- Do economic crises lead to a decrease in the social costs caused by transport in comparison to periods of economic growth?

The aim of the Mobility Balance is to provide objective background information to policymakers, researchers, politicians and organisations active in the field of traffic and transport. The results can be used for policymaking or scientific discourse and serve as input for the social debate on transport in general.

B918 Economic crisis and mobility

The current economic crisis generates questions from V&W. What are the effects on traffic flows, bottlenecks, transport sectors and policy objectives? The ministry has asked the KiM to quickly compile an overview of the current insights into the situation.

Various subsectors are described in the notification memo. Here, we indicate what developments have occurred in the last months of 2008 and we compare these with 2007. We then make a rough sketch of a short-term outlook. The memo describes, in succession, car use, aviation and goods transport. Public transport is not discussed

because the crisis' influence on it is expected to be relatively limited. In June 2009, the KiM will once again focus on the influence of the crisis, this time in greater detail. By then, more is expected to be clear regarding both the economic trends and the influence of the crisis on traffic and transport.

B803 JTRC Globalisation and Trade

The theme of the International Transport Forum (ITF) in April 2009 is 'The globalisation of trade and its implications for transport and transport infrastructure'. The Directorate-General for Civil Aviation and Maritime Affairs has asked the KiM to contribute to this ITF by providing knowledge and research, particularly in the form of meta-analyses.

3.2.2. Theme: 'The effects of policy measures on mobility and accessibility'

Information on the effects of policy is important input for policy considerations. This not only involves the decision of whether to take certain measures, but it also involves the further optimisation of measures. In 2009, the KiM will generate information on the effects of a wide range of policy forms in the area of mobility and accessibility. This information includes, on the one hand, generic analyses of the effect of policy in combination with autonomous trends (e.g. the Transport Monitor) and, on the other hand, effect analyses of more specific policy options (e.g. the digitalisation of monitoring). In response to the interim evaluation of the KiM which called for more motivational and revitalising research, research will also be done into policy options outside the normal spectrum, such as research into entirely new connections (B908 Network analysis of the West Netherlands road network).

We expect additional questions regarding this theme in particular over the course of the year. These will be dealt with flexibly; the Directorates-General and the Inspectorate can indicate what their priorities are with respect to 'their' KiM studies.

Projects in Categories 1 and 2	Requesting organisation	Scale ¹	Policy theme
B907 Transport Monitor 2009	DGMO	Medium	N/A
B908 Network analysis of the West Netherlands road network	KiM	Medium	Randstad Urgent
B910 Utilisation scanner	DGMO	Medium	Congestion

¹ Scale: 'Large' means at least 0.4 FTE (1 FTE = 1,200 hours), 'Medium' means 0.15 – 0.4 FTE and 'Small' means less than 0.15 FTE.

3.2.3. Theme: 'Range of models and basic knowledge'

The quality of analyses and scenarios have an impact on the quality of the policy. Traffic and transport models play an important role in the strategic policy preparation. Models are also used to explain transport developments. For this reason, the KiM works in various projects to improve the current range of models and the underlying data set.

One example pertains to a critical review of the quality of previous forecasts, with potential consequences for the models used. Another project takes a direct look at goods transport models themselves, while a third gathers long-term data necessary for good policy analyses. This type of research may also focus on topical questions, such as the development of a quality indicator for the reliability of transport networks.

Finally, the KiM sees to the articulation of the V&W questions regarding the development of models. For this, the KiM regularly consults with DVS, the centre in charge of most of the models.

Projects in Categories 1 and 2	Requesting organisation	Scale ¹	Policy theme
B723 Explanation for motorway congestion	DGMo	Medium	Congestion
B805 Evaluation of goods transport models	DGLM	Small	N/A
B824 Network quality standards	DGMo	Small	N/A

¹ Scale: 'Large' means at least 0.4 FTE (1 FTE = 1,200 hours), 'Medium' means 0.15 – 0.4 FTE and 'Small' means less than 0.15 FTE.

3.3 Environment and Spatial Planning

Traffic has negative effects on the environment. In the Netherlands, it contributes approximately 20% of the carbon dioxide (CO₂) emissions produced by man. Excessive concentrations of CO₂ in the air can cause climate change. Transport policy can also have an impact on spatial planning. New infrastructure, for example, can encroach on open landscape and it can have a desirable – and sometimes undesirable – structuring effect on the surrounding space. The opposite also occurs. In that case spatial policy decisions, such as large-scale urbanisation or the creation of more room for water, will have desirable – and sometimes undesirable – consequences for transport policy.

Two types of studies are conducted within the 'Environment and Spatial Planning' programme. The first type deals with the relation between transport and environmental aspects. What contribution does traffic make to environmental effects? What are the costs and effects of policy options in limiting the negative effects? The second type of research focuses on developing knowledge about the way in which transport and spatial developments interfere with each other.

The KiM will regularly cooperate with the Netherlands Environmental Assessment Agency (*Planbureau voor de Leefomgeving* or PBL) in both areas.

In 2009, the 'Environment and Spatial Planning' programme consists of the following research themes:

- 3.3.1 An analysis of the developments in the environment and spatial planning

3.3.2 The effects of policy measures aimed at the environment and spatial planning

The programme manager is Odette van de Riet.

3.3.1. Theme: 'An analysis of the developments in the environment and spatial planning'

The aim of this theme is to analyse and explore the influence of spatial development on transport. In 2009, an important question within the theme is: what do climate change and policy geared towards adapting the Netherlands to climate change mean to transport policy? The notion is that policy development directed at adaptation and policy development regarding transport are currently taking rather distinct courses. However, it would be sensible to take certain adaptation proposals, such as more room for water, into consideration in the transport and infrastructure policy. Another important question addressed by this theme is the impact of new urbanisation proposals on mobility and accessibility. Developments in the area of safety risks also fall within this theme.

Projects in Categories 1 and 2	Requesting organisation	Scale ¹	Policy theme
L901 Accessibility of urbanised regions	DGMO	Large	Randstad Urgent
O806 The effects of economic developments on compliance behaviour and safety risks in the aviation sector	IVW	Medium	N/A

¹ Scale: 'Large' means at least 0.4 FTE (1 FTE = 1,200 hours), 'Medium' means 0.15 – 0.4 FTE and 'Small' means less than 0.15 FTE.

3.3.2. Theme: 'The effects of policy measures aimed at the environment and spatial planning'

A great deal of policy focuses (and will continue to focus) on limiting the effects of transport on the living environment and spatial planning. In the 2008 policy document *Vlot en veilig van deur tot deur* ('Quick and safe travel from door to door') from the Ministry of Transport, Public Works and Water Management (V&W), sustainability is a key objective. This theme seeks to develop knowledge on the effects and costs of policy in order to make transport more sustainable. A significant part of the research within this theme centres around CO₂ issues – with good reason. Traffic and transport is namely one of the few economic sectors in which CO₂ emissions have experienced a relatively strong increase in recent years. Moreover, forecasts – like the long-term scenarios from the planning offices – show that emissions will increase even more under the current policy. Nationally and internationally, there is a great need for knowledge regarding how to approach this difficult problem from a policy standpoint.

Projects in Categories 1 and 2	Requesting organisation	Scale ¹	Policy theme
L904 'Post-Kyoto' cost-efficient solutions	DGLM	Large	Climate change

¹ Scale: 'Large' means at least 0.4 FTE (1 FTE = 1,200 hours), 'Medium' means 0.15 – 0.4 FTE and 'Small' means less than 0.15 FTE.

L904 'Post-Kyoto' cost-efficient solutions

International agreements will be made in 2009 on a new climate treaty (the successor to the Kyoto Protocol). Nationally and internationally, traffic and transport is one of the few economic sectors in which carbon dioxide emissions are increasing significantly. In this context, the KiM is researching a number of questions. What are the points of concern related to emissions reduction in this sector? To what extent are there cost-efficient solutions in the traffic and transport sector? What solutions are these? Is emissions trading the best option from the perspective of cost efficiency? How can the emissions trading scheme (ETS) be implemented in the aviation sector and the maritime sector?

3.4 Economy and Prosperity

The 'Economy and Prosperity' programme includes KiM projects and activities that address the relationship between infrastructure, accessibility and mobility, on the one hand, and economy and prosperity on the other. In this case, 'economy' is understood to mean the economic development of regions, sectors and the Netherlands as a whole. The broader concept of 'prosperity' also includes congestion, safety, environmental quality and the presence of nature.

The programme's central question is how to maximise the contribution of infrastructure, accessibility and mobility to increase prosperity. Social cost-benefit analyses (SCBAs) are a key tool in this regard. Regular collaboration will take place with the Netherlands Bureau for Economic Policy Analysis (CPB) as part of this programme.

In line with the distinction described above, this programme distinguishes the following themes:

- 3.4.1 Mobility, infrastructure and economy
- 3.4.2 Assessment frameworks methods, including social cost-benefit analysis
- 3.4.3 The application of assessment frameworks, including social cost-benefit analysis

The programme manager is Arjen 't Hoen.

3.4.1. Theme: 'Mobility, infrastructure and economy'

'Without transport, everything would come to a standstill' is a saying that underscores the importance of transport to the economy. This statement is undeniably true, but it does not explain to what extent the current and future performance of the transport system contributes to or hinders economic development. It is also unclear as to what extent

and in which way V&W can encourage economic development with the range of policy tools available to it.

The relationship between mobility, infrastructure and economic development as well as the way in which V&W can encourage economic development are the main focus of this theme. The emphasis is on the mainports of Rotterdam and Schiphol airport, including the land connections with these mainports. In this way, the research theme relates to the current policy debates on the further development of Schiphol and the Port of Rotterdam.

Projects in Categories 1 and 2	Requesting organisation	Scale ¹	Policy theme
E901 Mainports and hinterland connections	DGLM	Large	Mainport Rotterdam
E803 Hinterland congestion and the role of short-sea and inland shipping	DGLM	Medium	Mainport Rotterdam
E804 Container logistics in inland shipping: a comparison with foreign seaports	DGLM	Small	Mainport Rotterdam

¹ Scale: 'Large' means at least 0.4 FTE (1 FTE = 1,200 hours), 'Medium' means 0.15 – 0.4 FTE and 'Small' means less than 0.15 FTE.

E804 Container logistics in inland shipping: a comparison with foreign seaports
Market parties and the government are both of the opinion that it is necessary to increase the share of inland shipping with respect to container logistics. This is the result of accessibility problems and the quest for more sustainable transport. One of the problems facing inland shipping with containers is the congestion facing inland navigation vessels in the seaports. This is not a new issue to inland shipping and it is probably not unique to the Netherlands. A lot of research has already been done in the past into possible technical and organisational solutions at Dutch seaports (particularly Rotterdam). It is therefore interesting to explore what solutions have been devised and implemented abroad, and whether anything can be drawn from these to be used in the Netherlands. The question is also what kind of role the government could play in the implementation of viable solutions.

3.4.2. Theme: 'Assessment framework methods, including social cost-benefit analysis'

There are various tools that can be used when considering policy options. One such tool is the social cost-benefit analysis (SCBA). An SCBA focuses on the effects of a policy option on prosperity, both with respect to the costs and with respect to the effects on the economy, safety and the environment, amongst others. A guideline has been developed for infrastructure projects based on the SCBA. The application of this guideline generates an overview of the costs and benefits of an infrastructure project and several alternatives: an Overview of the Effects of Infrastructure (OEI).

The KiM is working on the further development of tools such as the SCBA as well as their application in concrete policy considerations. The main focus of this theme is the further development of the OEI

guideline. This pertains to the operationalisation of certain effects of infrastructure projects in OEI and fitting it into the policymaking and decision-making process.

Projects in Categories 1 and 2	Requesting organisation	Scale ¹	Policy theme
E904 Inclusion costs in an SCBA	DGMo	Medium	Faster decision-making
E905 Developing SCBA methods - Part A 'Robustness in SCBAs'	DGMo	Large	N/A
E821 Translation of Elverding Committee recommendations into the OEI Guideline	DGMo	Medium	Faster decision-making
E707 Economic valuation of travel time savings and of reliability	DGMo/DGLM	Large	N/A

¹ Scale: 'Large' means at least 0.4 FTE (1 FTE = 1,200 hours), 'Medium' means 0.15 – 0.4 FTE and 'Small' means less than 0.15 FTE.

E905 Developing SCBA methods

Three stock-taking studies into possible supplements to SCBA methodology have been combined in this project. Part A concerns a priority project, while Parts B and C concern 'additional projects'.

- **Part A. Robustness in SCBAs.** The *Mobiliteitsaanpak* (Transport Plan) focuses on a robust and cohesive transport system by 2020. This is a system with reliable modes of transports which all have enough capacity to absorb incidents and maintenance work. For 'robustness' to receive more attention, the concept needs to be firmly rooted in the SCBA. This subproject examines to what extent robustness is already included in SCBAs, how this is so and how it can be improved. This project is being carried out in cooperation with the Netherlands Bureau for Economic Policy Analysis (CPB).

E707 Economic valuation of travel time savings and of reliability

Two important social benefits of congestion reduction are travel time savings and improved reliability. A great deal of knowledge is already available regarding the significance of travel time savings. However, this is not the case with respect to improved reliability. Such knowledge is indispensable when it comes to determining social benefits of infrastructure projects and considering investment decisions. The aim of this project is to update values of travel time and to establish the value of travel time reliability.

3.4.3. Theme: 'The application of assessment frameworks, including social cost-benefit analysis'

Not only does the KiM work on the further development of tools such as SCBAs, it also works on their application in concrete policy considerations. In this, the emphasis lies with testing SCBAs implemented by other parties, participating in supervisory committees and describing the way in which an SCBA can be used in concrete policy considerations.

Where and when the input of the KiM will be requested can now only be anticipated to a limited degree. Over the course of the year, the KiM

will deal flexibly with requests from Directorates-General regarding its input in this area. The Directorates-General can indicate which priorities they want to set with respect to the KiM's input.

Projects in Categories 1 and 2	Requesting organisation	Scale ¹	Policy theme
E906 Support in decision-making with respect to 4.5 billion rail investments	DGMO	Medium	Railway ambition

¹ Scale: 'Large' means at least 0.4 FTE (1 FTE = 1,200 hours), 'Medium' means 0.15 – 0.4 FTE and 'Small' means less than 0.15 FTE.

3.5 Market Organisation and the Role of the Government

The research in this programme focuses on the way in which the government can guarantee its responsibility for public interests effectively and which models for market organisation in the various transport sectors are effective and efficient.

Regular collaboration will take place with the Netherlands Bureau for Economic Policy Analysis (CPB) as part of this programme as well.

Within the 'Market Organisation and the Role of the Government' programme, two research themes are distinguished:

- 3.5.1 Market organisation
- 3.5.2 The role of the government

The programme manager is Arjen 't Hoen.

3.5.1. Theme: 'Market Organisation'

This theme focuses on the question of which models for market organisation in the various transport sectors are effective and efficient. This involves the underlying policy objectives, the range of tools chosen (including laws and regulations) and experiences from abroad and from the past.

Projects in Categories 1 and 2	Requesting organisation	Scale	Policy theme
Not applicable, only applies to projects in Category 3			

3.5.2. Theme: 'The role of the government'

Private parties play an important role in the various submarkets of the mobility market, such as when it pertains to the design, construction, maintenance and financing of infrastructure. An important question in this regard is how the government can guarantee its responsibility for public interests. Following from this is the question of which government role is the most effective and efficient.

Projects in Categories 1 and 2	Requesting organisation	Scale ¹	Policy theme
M902 The role of the government in V&W sectors	DGMo	Medium	N/A

¹ Scale: 'Large' means at least 0.4 FTE (1 FTE = 1,200 hours), 'Medium' means 0.15 – 0.4 FTE and 'Small' means less than 0.15 FTE.

3.6 Government Organisation

In the Netherlands, tasks and authorities are divided among various tiers of government. This also applies to aspects such as the responsibility for the construction and maintenance of infrastructure, and the availability of public transport. Moreover, the division of responsibilities between the various tiers of government is shifting with regard to a number of key policy dossiers of V&W.

The 'Government Organisation' programme focuses on the question of what division of responsibilities exists within and between the various tiers of government, as well as their respective advantages and disadvantages. One key aspect is also the organisation of collaboration between the various tiers of government.

In 2009, the 'Government Organisation' programme consists of three research themes:

- 3.6.1 Institutional structure
- 3.6.2 Governance processes
- 3.6.3 Organisation of knowledge

The programme manager is Odette van de Riet.

3.6.1. Theme: 'Institutional structure'

The projects from this theme pertain to the institutional organisation of the government as a whole. This includes the national government, local authorities and the European Union. The formal rules of the game – i.e. who is responsible for what – are important in the cooperation between these tiers of government.

The projects in this theme focus on mapping out the effects of centralisation, decentralisation and regionalisation and arriving at recommendations for streamlining these within the formal frameworks.

Projects in Categories 1 and 2	Requesting organisation	Scale ¹	Policy theme
O901 The effects of regionalisation of transport policy	DGMo	Medium	N/A

¹ Scale: 'Large' means at least 0.4 FTE (1 FTE = 1,200 hours), 'Medium' means 0.15 – 0.4 FTE and 'Small' means less than 0.15 FTE.

3.6.2. Theme: 'Governance processes'

While the previous theme ('Institutional structure') pertains to the formal rules of the game, the 'Governance processes' theme pertains to the way in which this is actually directed. The processes are designed to absorb the weakness in the institutional structure and to find a good balance in order to arrive at an effective government organisation.

The projects in this theme focus on (1) mapping out the possibilities for encouraging policy preparation; first conducting a broad exploration and analysis of problems and then focusing on a specific solution direction; and (2) projects geared toward evaluating the effectiveness of government approaches (e.g. certain forms of monitoring).

Projects in Categories 1 and 2	Requesting organisation	Scale ¹	Policy theme
O902 Making simpler calculations and the role of models ('Faster and Better' action plan)	DGMo	Medium	Faster decision-making
O903 Overview of available models	SKI/DGMo/DGLM	Medium	N/A
O905 Follow-up study of effect measurement and indicators of monitoring	IVW	Medium	N/A

¹ Scale: 'Large' means at least 0.4 FTE (1 FTE = 1,200 hours), 'Medium' means 0.15 – 0.4 FTE and 'Small' means less than 0.15 FTE.

3.6.3. Theme: 'Organisation of knowledge'

The 'Organisation of knowledge' theme pertains to the way in which knowledge for transport policy is identified, directed and developed. The availability of the right knowledge is essential in making good policy.

The projects falling within this theme include (1) projects, which provide insight into and reflect upon national and international research agendas and (2) projects which provide insight into the relevant knowledge organisations in a specific sector and the way in which they can best be directed by the Directorates-General.

Projects in Categories 1 and 2	Requesting organisation	Scale ¹	Policy theme
O702 ERA-NET Transport	DGLM	Medium	N/A

¹ Scale: 'Large' means at least 0.4 FTE (1 FTE = 1,200 hours), 'Medium' means 0.15 – 0.4 FTE and 'Small' means less than 0.15 FTE.

O702 ERA-NET Transport

Representing the V&W, the KiM is taking part in this project, which is funded at an EU level, by conducting relevant analyses into the research themes and subjects – strategic and otherwise – in countries within Europe, within the European Commission and among influential stakeholders within international organisations for research programming. Based on these analyses, information relevant to V&W is compiled on research priorities

in other countries. Partly in connection with the priorities of the Mobility Policy Document, proposals are submitted for subjects to be placed on a transnational strategic research agenda.

3.7 'Category 3' projects

The table below contains an overview of the 'Category 3' projects. These are additional projects, which will begin in the second half of 2009, unless new priority projects have emerged at that time.

Projects in Category 3	Requesting organisation	Scale ¹	Policy theme	
Behaviour				
G902	Impact of innovation developments (incl. ICT) on mobility	DGMo/DGLM	Small	Congestion
G903	Behaviour of various groups in society	DGMo	Medium	N/A
G803	Mobility growth and satisfaction	DGMo	Medium	N/A
Accessibility and Mobility				
Updating <i>Vier vergezichten op Schiphol</i> (Four Futures of Schiphol)) scenario policy assessment				
B904		DGLM	Medium	Schiphol Airport
B909	The effects of digitalisation on enforcement	IVW	Medium	N/A
B809	Selectivity and air cargo	DGLM	Medium	Schiphol Airport
B801	Compilation of extensive data series	KiM	Medium	N/A
Environment and Spatial Planning				
L902	Relation of mobility with water as an organising factor	DGMo/DGW	Medium	Climate change
L903	Changing job market and the influence on safety	IVW	Medium	N/A
Economy and Prosperity				
E902	Growth decline alternative for Schiphol Strategic Agenda	DGLM	Small	Schiphol Airport
E903	Added value of cohesion between mainports	DGLM	Medium	Mainport Rotterdam
E905	Development of SCBA methods: B. Preliminary assessment of other quality aspects C. Sustainability in SCBAs	DGMo	Large	N/A
E907	Ex-post evaluation quality of SCBAs	KiM	Medium	N/A
E908	Pre-test of SCBA of Schiphol Strategic Agenda	DGLM	Small	Schiphol Airport
Market Organisation and the Role of the Government				
M901	Evaluation of 10 years of public transport market operation	DGMo	Medium	Railway ambition
Government organisation				
O904	Perspective on socially profitable projects	FMC	Medium	Faster decision-making
O801	Choice of tools in traffic and transport policy	DGMo	Medium	N/A
O906	Maritime research infrastructure	DGLM	Medium	N/A

¹ Scale: 'Large' means at least 0.4 FTE (1 FTE = 1,200 hours), 'Medium' means 0.15 – 0.4 FTE and 'Small' means less than 0.15 FTE.

3.8 Supported projects

The following table contains an overview of the projects being carried out by other parties, such as consultants or DVS, in which the KiM performs a support role and/or supervisory role.

Supervisory projects		Requesting organisation
Accessibility and Mobility		
B911	National Market and Capacity Analysis	DGMo
B912	Consequences of data problems for policy analyses	DGMo
B913	Strategic sessions of Randstad Urgent theme	DGMo
B914	Monitoring and evaluation of ABvM ('Alternative ways of paying for transport') initiatives	DGMo
B915	Qualitative analysis of predictive power with respect to traffic jams	SKI
B916	Guidance in of knowledge development of Directorate-General for Transport (DGMo)	DGMo
B917	Guidance of goods transport monitor	DGLM
B722	ACCM model	DGLM
B815	(Ad hoc) Guidance of Mobility Policy Document Monitor	DGMo
B816	(Ad hoc) Utilising the determination of the impact of measure packages	DGMo
B817	JTRC Reliability	DGLM
B825	Policy exploration of delivery vans	DGMo
Environment and Spatial Planning		
L809	Guidance of National Spatial Strategy Monitor	DGMo
Economy and Prosperity		
E909	Pricing policy in planning studies and explorations	DGMo
E910	RPE policy evaluations	FMC
E911	Assisting in three cost-benefit analyses for rail, and format of the OEl guideline for rail MIT (Long-term Programme for Infrastructure and Transport)	DGMo
E912	Implementation agenda for harbour alliance and sustainability	DGLM
E913	SCBA of canal zone Ghent-Terneuzen	DGLM
E914	SCBA of sea access IJmuiden	DGLM
E915	Interaction models and SCBAs	RWS-DVS
E916	Guideline for indirect effects	FMC
E917	SCBAs of management and maintenance	FMC
E918	SCBAs of waterway projects	FMC
E919	Guidance of <i>Mobiliteitsaanpak</i> ('Transport Plan') cost-benefit analysis of policy packages until 2028	DGMo
E920	Guidance of MIRT Exploration of the Rotterdam Ring Road	DGMo
Government organisation		
O907	Transport themes for next cabinet period/EU.	SKI/DGLM

3.9 PhD research

Since 2008, two PhD projects have been underway at the KiM in cooperation with the VU Amsterdam University. These projects will run a total of four years, though during that time they will already generate spin-offs for other KiM research.

PhD research		Type of research	
P801	Reliability of travel times	Knowledge development	KiM/VU Amsterdam University
P802	Infrastructure in the 19th and 20th centuries	Knowledge development	KiM/VU Amsterdam University

P801 Reliability of travel times

The research questions are:

- How large is the spread of door-to-door travel times? Has the spread increased over time?
- Is the spread (roughly) proportional to the total travel time? Or to the total delay?
- What expectations do travellers/transporters have with respect to travel times? Are these expectations rational? Or is there a systematic bias?
- How do travellers and transporters experience unexpected speedups and delays? Are the costs equally large with respect to delays that have been factored in and with respect to unexpected delays?
- Is the unreliability value changing over time? Is 'just in time' becoming more and more important?

P802 Infrastructure in the 19th and 20th centuries

The research questions are:

- Did cities connected to the railway and the motorway grow faster than other cities in the 19th and 20th centuries? Does this effect only or primarily occur under certain conditions? Can something be said about the causality – does a city grow on account of the infrastructure or is infrastructure built where growth is expected?
- Did regions with an international airport grow faster than other regions? Is there a difference between regions with a hub and regions at the end of spokes?
- Are such effects additional or distributive?

4. Overview of KiM projects

Table 4.1 summarises the KiM projects which produce a KiM product (presented in Chapter 3) for each programme and theme.

We expect a number of these projects to play a large role in determining the course of policy. As such, these are projects that are important to the image of the KiM (indicated as 'Category 1' projects in the table). These projects are:

- G901 'Population shrinkage in the regions'
- G904 'The effects of flying tax'
- L901 'Accessibility of urbanised regions'
- E821 'Translation of Elverding Committee recommendations into the OEI Guideline'
- O901 'The effects of regionalisation of transport policy'

As explained in Chapter 2, a distinction is also made between priority projects (Category 2) and additional projects (Category 3). These additional projects will be addressed in the second half of 2009, unless new priority projects have emerged at that time.

For an overview of supervisory projects, please see Section 3.8.

Table 4.1
Overview of 2009 KiM projects with
KiM product

Programme	Theme	Project	Requesting organisation	Category	
Behaviour	Profiling, trends and explorations	G901	Population decline in the regions	DGMo	1
		G902	Impact of innovation developments (incl. ICT) on mobility	DGMo/ DGLM	3
		G903	Behaviour of various groups in society	DGMo	3
		G702	ERA-NET 14 'Keep moving'	DGMo	2
		G704	Family mobility and increasing job participation by women	DGMo	2
		G802	Explanatory model for mobility developments	KiM	2
		G803	Mobility growth and satisfaction	DGMo	3
		G804	Profiling of transport users	DGMo	2
	Influencing behaviour	G904	Effects of ticket tax	DGLM	1
G905		Priming and the implementation of road pricing	DGMo	2	

Accessibility and Mobility	Mobility and future explorations	B901	Updating long-term scenarios	DGMo/ DGLM	2
		B902	Mobility Balance 2009	DGMo/ DGLM	2
		B903	Traffic jams on the secondary road network and in the weekend	KiM	2
		B904	Updating <i>Vier vergezichten op Schiphol</i> scenario policy assessment	DGLM	3
		B905	Short-term effects of fuel prices	DGMo	2
		B906	Accessibility of Eindhoven and Lelystad over land	DGLM	2
		B918	Economic crisis and mobility	DGMo	2
		B803	JTRC Globalisation and trade	DGLM	2
	The effects of policy measures on mobility and accessibility	B907	Transport Monitor 2009	DGMo	2
		B908	Network analysis of the West Netherlands road network	KiM	2
		B909	The effects of digitalisation on enforcement	IVW	3
		B910	Utilisation scanner	DGMo	2
		B809	Selectivity and air cargo	DGLM	3
	Range of models currently available and knowledge base	B723	Explanation for motorway congestion	DGMo	2
B801		Compilation of extensive data series	KiM	3	
B805		Evaluation of goods transport models	DGLM	2	
B824		Network quality standards	DGMo	2	
Environment and Spatial Planning	An analysis of the developments in the environment and spatial planning	L901	Accessibility of urbanised regions	DGMo	1
		O806	The effects of economic developments on compliance behaviour and safety risks in the aviation sector	IVW	2
		L902	Relation of mobility with water as an organising factor	DGMo/ DGW	3
		L903	Changing job market and the influence on safety	IVW	3
	The effects of policy measures aimed at the environment and spatial planning	L904	'Post-Kyoto' cost-efficient solutions	DGLM	2
Economy and Prosperity	Mobility, infrastructure and economy	E901	Mainports and hinterland connections	DGLM	2
		E902	Growth decline alternative for Schiphol Strategic Agenda	DGLM	3
		E903	Added value of cohesion between mainports	DGLM	3
		E803	Hinterland congestion and the role of short-sea and inland shipping	DGLM	2
		E804	Container logistics in inland shipping: a comparison with foreign seaports	DGLM	2
		Assessment framework methods, including SCBA	E904	Inclusion costs in an SCBA	DGMo
	E905	Development of SCBA methods:	A. Robustness in SCBAs	DGMo	3
			B. Preliminary assessment of other quality aspects		3
			C. Sustainability in SCBAs		3
	E821	Translation of Elverding Committee recommendations into the OEI Guideline	DGMo	1	
	E707	Economic valuation of travelling times and their reliability	DGMo/ DGLM	2	

	The application of assessment frameworks, including SCBA	E906	Support in decision-making with respect to 4.5 billion rail investments	DGMo	2
		E907	Ex-post evaluation quality of SCBAs	KiM	3
		E908	Pre-test of SCBA of Schiphol Strategic Agenda	DGLM	3
Market organisation and the role of the government	Market organisation	M901	Evaluation of 10 years of public transport market operation	DGMo	3
	The role of the government	M902	Role of the government in V&W sectors	DGMo	2
Government organisation	Institutional structure	O901	Effects of regionalisation of transport policy	DGMo	1
	Governance processes	O902	Making simpler calculations and the role of models ('Faster and Better' action plan)	DGMo	2
		O903	Overview of available models	SKI/DGMo/ DGLM	2
		O904	Perspective on socially profitable projects	FMC	3
		O905	Follow-up study of effect measurement and indicators of monitoring	IVW	2
		O801	Choice of tools in traffic and transport policy	DGMo	3
	Organisation of knowledge	O906	Maritime research infrastructure	DGLM	3
		O702	ERA-NET Transport	DGLM	2

Appendix 1 Completion of projects in early 2009

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Planned date of completion prior to 1 March 2009

Projects		Requesting organisation
Accessibility and Mobility		
B710	Accessibility indicator	KiM's own initiative
B802	Updating long-term scenarios	DGMo
B804	Strategic traffic models	DGMo/DGLM
Economy and Prosperity		
E810	Guideline for the implementation of business cases	FMC
E805	International benchmark for airport capacity policy	DGLM
Government organisation		
O705	Making the effectiveness of monitoring measurable	IVW

